

North London

Sub-regional Transport Plan, 2014 update



Information

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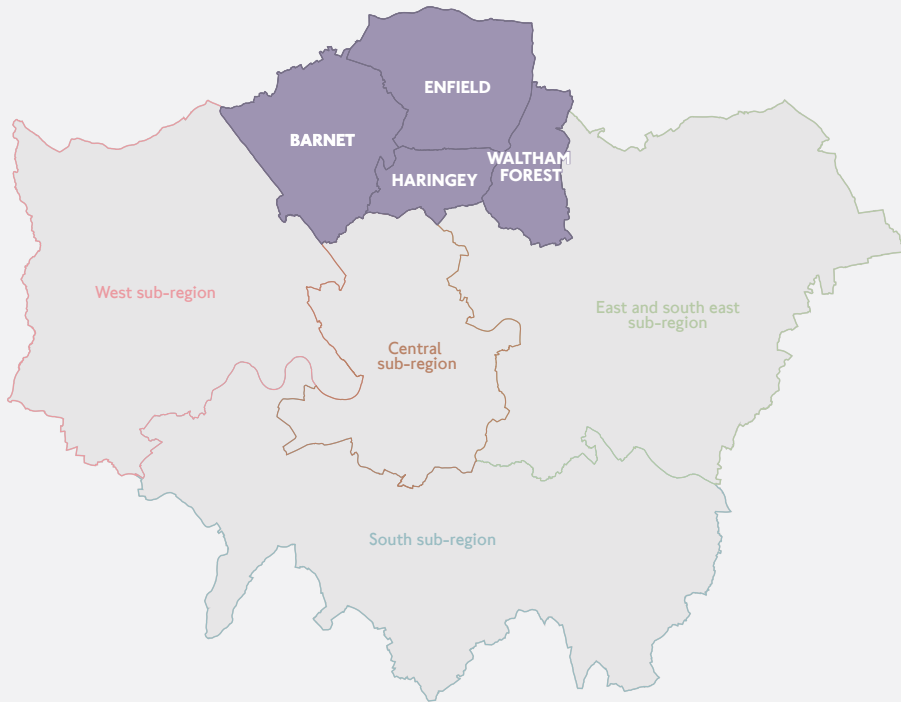
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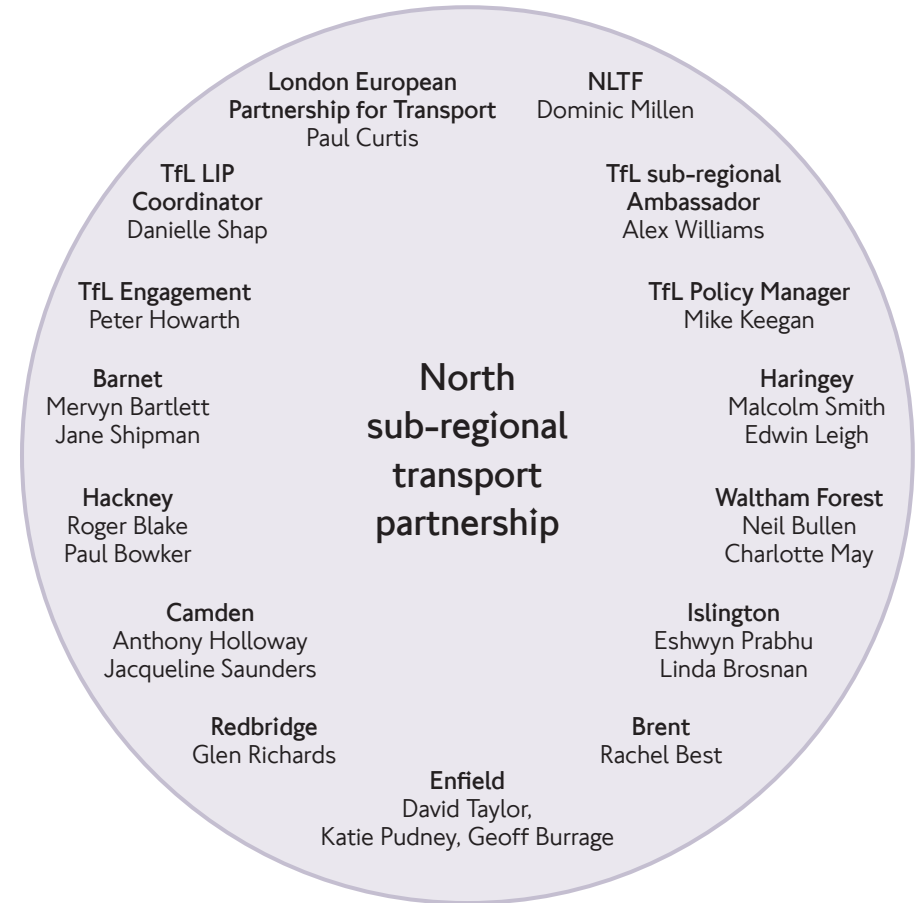
Appendix A: Significant schemes that unlock and facilitate growth

The north London sub-region

The north London sub-region comprises the boroughs of Barnet, Enfield, Haringey and Waltham Forest.



Panel members:



Introduction

The purpose of this north Sub-regional Transport plan (SRTP) update is to provide information on:

- » Developments over the last 12 months
- » Commitments made in the TfL Business Plan and through Local Implementation Plan (LIP) funding
- » Future opportunities to improve transport and address the remaining challenges

This plan aims to help boroughs with the development of LIPs and TfL in developing the priorities for business planning in order to address the medium to longer-term challenges for London and the sub-regions.

This SRTP is accompanied by a poster which provides a snapshot of the challenges, priority areas and opportunities that can be collectively addressed and shows the initiatives that have been completed or are planned within the sub-region.

Publications

Roads Task Force (RTF) Report, July 2013

The RTF report sets out a vision for world-class streets and roads. It provides a road map to ensure London's continued vibrancy and economic growth by tackling the impacts of rapid population growth.

The RTF progress update was published in March 2014.

Safe Streets for London: The Road Safety Action Plan for London, 2013

Safe Streets for London sets a target of a 40 per cent reduction in killed or seriously injured (KSI) casualties by 2020.

Safety Action Plans, Spring 2014

During spring 2014, three focused safety action plans were published:

- » Motorcycle Safety Action Plan
- » Pedestrian Safety Action Plan
- » Updated Cycle Safety Action Plan

Safe London Streets: Our Six Road Safety Commitments, February 2014

TfL have set out six commitments making clear how TfL and their partners will reduce the number of people killed and seriously injured on London's roads by 40 per cent by 2020.

Travel in London (TIL) Report 6, 2013

The TIL report summarises trends relating to travel and transport. This year's topics covered the legacy of the Olympic and Paralympic Games and the monitoring of the RTF vision.

London 2012 Olympic and Paralympic Games: The Transport Legacy, 2013

This report reviews the progress made in embedding the transport legacy and sets out key transport legacy opportunities.

Improving the Health of Londoners: Transport Action Plan, February 2014

TfL's first Health Improvement Plan sets out the main impacts of transport on health, the ways in which TfL is improving health and the 10 actions being taken over the next three years.

Future publications

The **2050 Infrastructure Plan** will set out London's high level infrastructure requirements, together with funding implications for transport, energy, water, waste, telecoms, green infrastructure and social infrastructure.

A draft report for consultation will be published in mid 2014 and a final report in the autumn.

Further Alterations to the London Plan are proposed which include key elements of the Mayor's Vision for Cycling and the RTF report. The Examination in Public for the draft Further Alterations to the London Plan will be in autumn 2014 and a more significant review is expected after the next mayoral election.

Pedestrian Design Guidance

The new Pedestrian Design Guidance will be drafted during the spring and published in summer 2014.

Cycle Design Guidance

The revised London Cycling Design Standards are due to be published for public consultation in summer 2014 and will be finalised later in the year.

Travel in north London

Public transport mode share last year remained the same at 24 per cent. The majority of trips in the sub-region remain by car or motorcycle with a combined mode share of 45 per cent. Walking and cycling mode share have both declined slightly following a period of sustained growth.

Transport's role in facilitating and responding to growth remains a key challenge for the sub-region. Upgrades to the Northern Line and Thameslink, and potential development of Crossrail 2, will mitigate some of the pressure of intensification.

The recommendations of the Mayor's Roads Task Force provide direction making more efficient use of north London's road network for the movement of people and goods.

Improvements to the London Overground, including extra carriages, are enhancing the attractiveness of orbital transport and improving access to key locations.

Sub-regional mobility forums

An outcome of TfL's Single Equality Scheme 2012/2013 is the creation of sub-regional mobility forums. The forums provide a platform for representatives of TfL, borough and disabled and older people's organisations to discuss strategic accessibility issues.

Last year TfL successfully piloted the forums in the central and south sub-regions and they will now be rolled out to the remaining sub-regions during 2014/15.

Health and travel in London

Travel made by modes other than the car provide opportunities for improving the health of Londoners through physical activity, improving air quality, reducing road traffic collisions and noise, and reducing community severance.

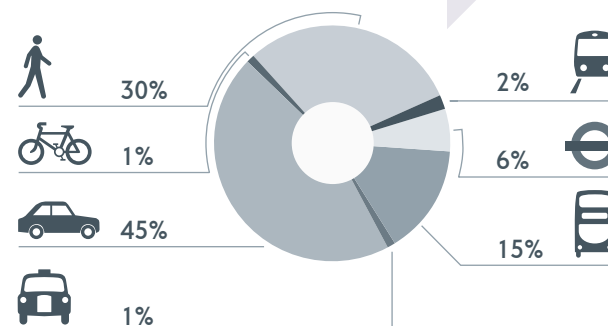
For example, additional cycling London-wide is expected to give up to 6,000 extra years of healthy life and £250m of economic health benefits annually.

More on health and travel can be found in TfL's Transport Action Plan.

Modal share for London residents in the north London sub-region*

30 per cent of trips in the sub-region are for shopping or personal business

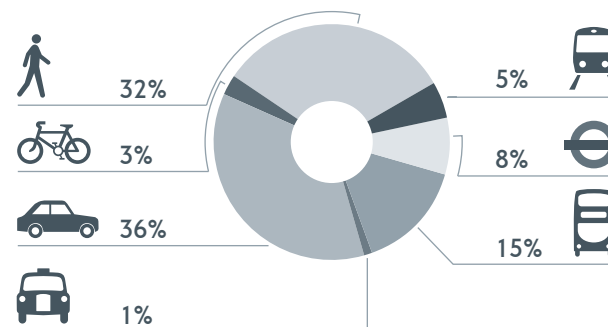
Passenger kilometres on the London Overground have increased by 82 per cent since 2008/09



100,000 vehicles cross the Lee Valley Viaduct every day

67 per cent of the sub-region's 2267 bus stops are accessible.

London wide mode share, 2012



* Source: London Travel Demand Survey, 2011/12 (Average day/seven – day week)

Addressing the challenges

When the north sub-regional Transport Plan was first developed in 2010 it helped to translate the Mayor's Transport Strategy (MTS) goals, challenges and outcomes at a sub-regional level.

It was agreed with boroughs that while all MTS challenges must be considered across London, and addressed locally through LIPs, there were some which would benefit from having a concerted effort at a sub-regional level.

Consequently, the challenges of improving air quality, reducing CO₂ emissions and achieving the targets for – and desired results from – an increase in the mode share of cycling and walking were all identified as challenges for the sub-regions.






In addition, five challenges were identified and agreed for the north sub-region.

On an individual basis, each north London local authority strives to deliver its responsibilities effectively and efficiently, in a very challenging financial and operational environment in order to address these and other challenges.





However, as a number of key issues are cross-boundary, key priority work areas were agreed for the sub-regions.

While each priority area can be addressed in isolation, the inter-related nature of these issues illustrate why an integrated approach is required. The following sections provide an update on the challenges and priority work areas.






Challenges in every sub-region

-  Improve air quality to meet and exceed legal requirements and ensure health benefits for Londoners
-  Transform the role of cycling and walking in the sub-region
-  Meet CO₂ targets

North London-specific challenges

-  Facilitate and respond to growth, especially in Brent Cross/Cricklewood and the Upper Lee Valley
-  Relieve crowding on the public transport network
-  Manage highway congestion and make more efficient use of the road network
-  Enhance connectivity and the attractiveness of orbital public transport
-  Improve access to key locations and jobs and services

What are the priority work areas?

- A406 North Circular road study, including long term options such as grade separation in order to resolve safeguarding of land 
- A5 road study, identifying and agreeing measures to improve the high street 
- A10/A10/A1055 corridor study, including rail investment, Crossrail 2, a review of highway access to the M25 and options for Stoke Newington gyratory 
- Development and implementation of cycling strategy for north London 
- Promotion and improvement of key Tube/rail/bus interchanges in north London (as a pilot for other sub-regions) 

Supporting growth areas and regeneration

Transport plays a key role in supporting growth and regeneration across the sub-region.

In a climate where London's population is growing faster than expected (with the population forecast to be nine million by 2018 and 10 million by the 2030s), the transport network will need to continue to expand to enable new communities to be developed, while maximising the existing services and addressing key challenges such as deprivation, severance and environmental quality.

A significant proportion of the growth in the north sub-region is projected to occur within the three Opportunity Areas and two Areas for Intensification.

Since the last update, work has continued on a number of key

growth areas in the sub-region, as summarised in the opposite table.

Growth Fund

The TfL Business Plan and associated investment will deliver significant transport benefits to growth areas, as well as supporting London's growth more widely through projects, such as Crossrail, Tube upgrades and further enhancements to London Overground. However, we identified that targeted transport investment was required to lever additional funding from other sources to address constraints that would otherwise prevent development.

The Growth Fund was therefore established as a £300m allocation, focused on priority areas in which transport improvements are the key to 'unlocking' growth areas.

Opportunity Areas with recent activity in the north London sub-region

Growth Area	2013/14 Update
Brent Cross Cricklewood Opportunity Area	Large scale development requiring significant transport improvements including a redesigned M1/A406/A5 junction, new bridges to enhance local connectivity, a new Thameslink station and bus network enhancements. Barnet Planning and Environment committee approved the Section 73 application in January 2014, and the planning permission is expected to be issued in the summer.
Colindale and Burnt Oak Opportunity Area	In light of the ongoing and future planned development within the Colindale and Burnt Oak OA, TfL is continuing to assess the impact of this growth upon future station capacity. TfL is also exploring opportunities to improve the interchange between different modes of transport at Colindale and strengthen the connectivity between the interchange and the wider OA, in line with the aspirations of LB Barnet as set out in the Colindale AAP.
Upper Lee Valley Opportunity Area	Stakeholders including TfL and Network Rail are working together to develop and deliver new infrastructure which will allow four trains an hour to run from the Upper Lee Valley to Stratford in the short term, and be a building block for a larger scale project which will give more frequent local services and support the Crossrail 2 Regional option. At a more local level TfL is working with boroughs in order to understand and deliver improvements to meet transport challenges in Tottenham Hale, Northumberland Park, Meridian Water and northeast Enfield.

Opportunity Areas and Intensification Areas in the north sub-region

Opportunity Areas	Intensification Areas
Colindale / Burnt Oak Cricklewood / Brent Cross Upper Lee Valley	Haringey Heartlands / Wood Green Mill Hill East

Appendix A includes the strategic transport interventions that have been identified to unlock and support growth within the Opportunity and Intensification areas.

Current and London Plan projections for the north London sub-region:


Population
1.2m (2011)
1.4m by 2031


Jobs
390,000 (2011)
430,000 by 2031


Households
460,000 (2011)
570,000 by 2031

Delivering the vision for London's streets and roads

The RTF was established by the Mayor in July 2012 to tackle the challenges facing the Capital's streets and roads.

The RTF report, published in July 2013, sets out a new approach to managing London's streets to enable it to accommodate major population growth and remain one of the world's most vibrant, accessible and attractive cities.

Working in partnership with the boroughs, TfL will advance the recommendations of the RTF, including those that relate to the longer-term or to strategic studies.

The priorities for the north sub-region include:

- » A study to identify and assess potential schemes to **mitigate the environmental and severance impacts of strategic roads** and enable growth and regeneration. Options could include roofing over some road sections as

well as flyunders and tunnels, providing new connectivity to unlock growth areas. The study would include consideration of the **North Circular**.

- » An assessment of the **potential to shift some freight vehicles** to out of peak operations.
- » TfL and the boroughs are working together to understand the **implications of the RTF street-types** and how they can be implemented to help steer policy and shape specific schemes in different locations.
- » The development of a new generation of **travel demand management measures**.

Road Task Force north London sub-regional schemes

Installation of traffic signal optimisation to reduce delays and improve journey time reliability

Development of improvements along the A1010 corridor.

LIP funding for Principal Road Maintenance

Enfield and Waltham Forest Mini-Hollands



RTF Vision for London

The RTF online interactive map illustrates the location of some of the challenges on London's road network. These represent some of the issues that have been considered by the Roads Task Force in formulating its report entitled 'The vision and direction for London's streets and roads'.

To view map go to:

<http://www.tfl.gov.uk/assets/downloads/corporate/road-network-challenges-map.pdf>

Improving air quality and meeting CO₂ targets

Congestion Charge discount

In July 2013, a new Ultra Low Emission Congestion Charge Discount was introduced to increase the proportion of cleaner vehicles in central London, helping to reduce CO₂ emissions and air pollutants.

Ultra Low Emission Zone

TfL has put forward proposals for the introduction of an Ultra Low Emission Zone (ULEZ) in central London by 2020.

The ULEZ focuses on reducing emissions from vehicles driving into central London.

A preferred proposal will be selected in the summer and taken forward for public consultation later this year.

Beyond central London, TfL are happy to work with boroughs to develop ULEZ proposals that meet their local requirements.

Next generation taxis

The Mayor announced in January 2014 that, subject to consultation, all new taxis presented for licensing should be zero emission capable from 2018.

The Mayor and TfL are exploring a number of supporting measures to help the transition to these vehicles.

Transport Emissions Action Plan

A Transport Emissions Action Plan has been developed to identify initiatives to help London achieve the Mayor's target to reduce CO₂ and meet EU limit values for air pollutants.

The plan considers the current gap between meeting these targets and considers what can be achieved with committed funding. A summary document will be published in autumn 2014.

Mayor's Air Quality Fund (MAQF)

The Mayor's Air Quality Fund will provide up to £6m over the three year period to support local action to improve air quality.

Projects which received funding include clean air/low emission zones at schools, businesses and hospitals; working with the freight industry and trialling new technologies.

Mayor's Air Quality Fund – Initial north sub-regional projects

Haringey AQ Programme	Anti-idling campaign throughout borough led by an Air Quality Apprentice
North Finchley Cleaner Air Project	Projects to improve air quality at various locations throughout North Finchley through community engagement and green infrastructure projects
London Boroughs Freight Consolidation Centre (LBCC)	Funding contribution towards consolidation centre in Enfield for deliveries to LB Camden
Barts Health NHS Trust Cleaner Air Project	Project to reduce traffic and idling across Barts NHS sites (including in Waltham Forest)
Cleaner Air 4 Manor House & FinsburyPark	Project to develop air pollution awareness and emissions reduction in schools around Manor House and Finsbury Park
Air Quality Apprentice for Barnet and Harrow	The focus of this project is to hire an apprentice to engage with local residents, schools and businesses to support smarter travel choices and emphasise the links between poor health, air pollution and sedentary behaviour.
Walthamstow Town Centre - Selborne Road	This project aims to reduce air pollution in Walthamstow town centre by increasing pollutant-scrubbing vegetation around the bus station and along Selborne Road, including a green wall and a new green corridor with segregated pedestrian/cyclist paths.

Making north London safer

Road safety continues to be a key priority for the Mayor and TfL.

Fatal casualties were down by 37 per cent and KSIs (killed or seriously injured) were down by 36 per cent in 2013, against the 2005–09 baseline.

Improving the safety of vulnerable road users (VRUs) – those who walk, cycle or ride a motorcycle – is crucial to improving road safety, around 80 per cent of KSI casualties in London in 2013 were VRUs.

These groups experience a higher level of risk. A 40 per cent reduction in KSIs on London’s roads by 2020 cannot be achieved without significant progress in reducing casualty numbers among these road users.

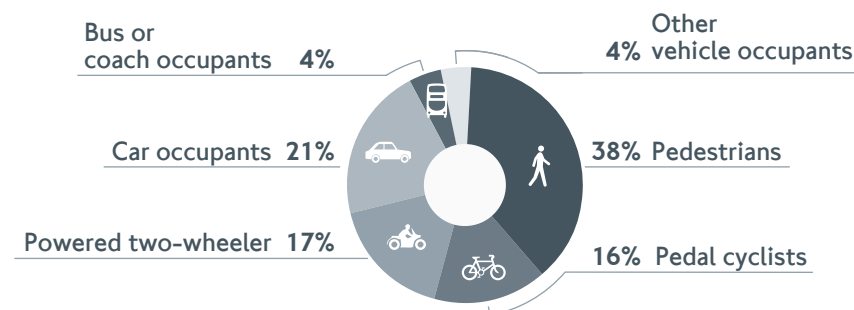
When considering different VRUs within the north sub-region, pedestrian KSIs reduced by 9 per cent, while motorcycle KSIs reduced by 22 per cent.

Cyclist KSI casualties increased, but this should be seen in the context of a considerable increase in cycling in recent years. It also highlights the importance of implementing the measures highlighted in the Cycle Safety Action Plan.

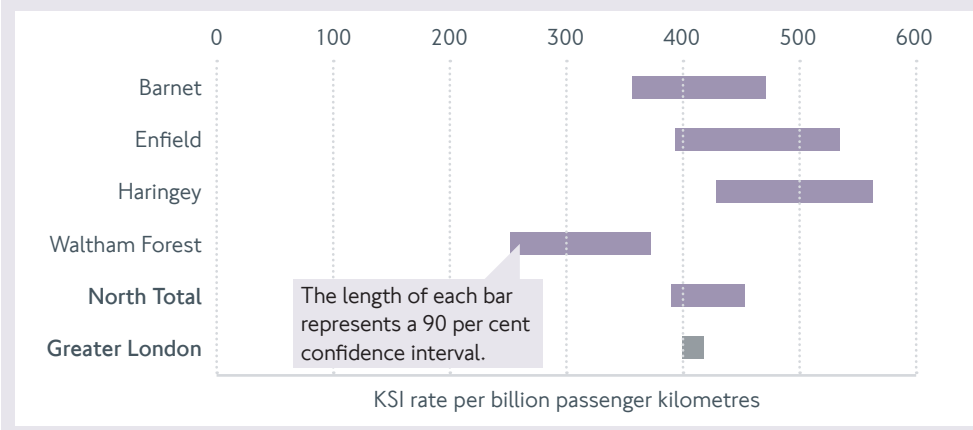
The graph shows KSI risk for VRUs in each of the sub-regional boroughs. Risk was calculated by mode and aggregated, with each mode weighted by its average modal share across all boroughs. This has the effect of normalising the risk levels with respect to mode share, so the difference between boroughs on the graph are those NOT explained by differing modal share. Some boroughs stand out as being above or below average, potentially meriting further investigation.

Trends and progress for these groups will be monitored and reported throughout the period of the Safety Action plan.

Killed or seriously injured casualties for all modes in 2013 – north sub-region



KSI risk by north London boroughs for vulnerable road users after normalisation to account for variation in mode share



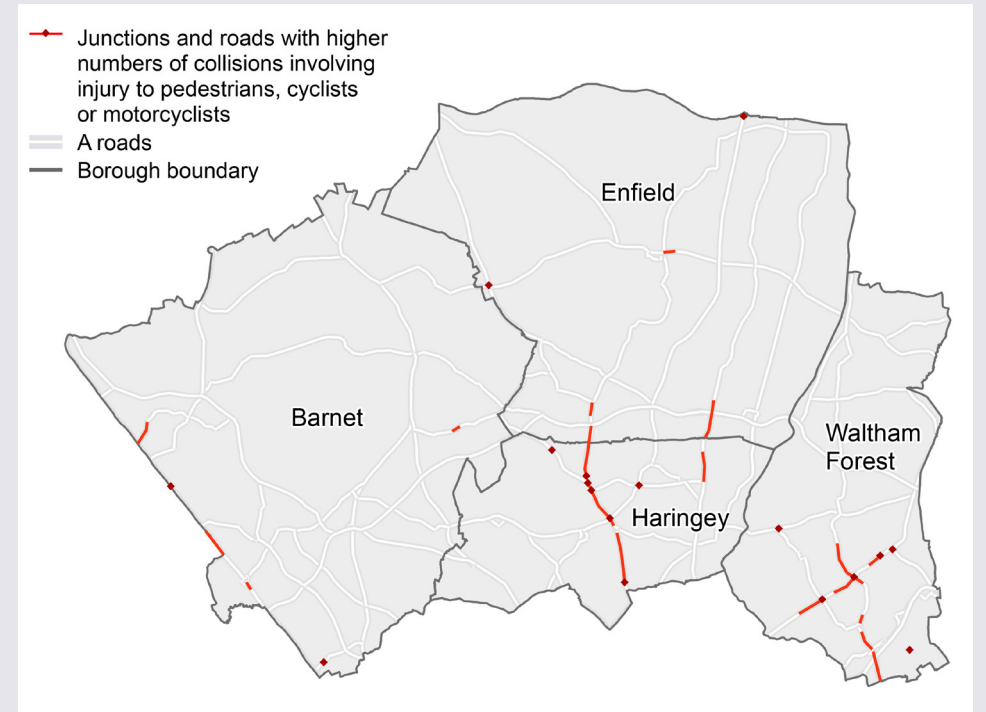
Making north London safer

To assist the sub-region to identify locations where VRU collisions are over-represented, TfL has developed Road Safety Priority Lists. The Priority Lists are ordered according to the nodes or links with the largest number of collisions involving injury to a VRU. The map shows the Priority 1 sites (nodes or links) which are locations where VRU collisions are more than two standard deviations from the mean, and are therefore of highest priority. This map is a simplification of the borough road Priority List, a full map and a separate TLRN map are available on request.

Further information

Details of progress towards achieving the 40 per cent reduction in KSI casualties by 2020 and Road Safety Priority Lists can be requested from: DPRoadSafety@tfl.gov.uk.

Junctions and roads in the north London sub-region with higher numbers of collisions involving injury to pedestrians, cyclists or motorcyclists



Transforming the role of cycling

Cycling is a core part of travel in London. Since 2001, the number of cycling journeys on the Capital's main roads has almost tripled.

Every day more than 580,000 cycle trips are made – more journeys than currently on the DLR. It is expected that by 2020 more than one million journeys a day will be made by bike, well above today's ridership on any Tube line.

The Mayor published his Vision for Cycling in March 2013. It sets out how cycling provision will be transformed to support the growing numbers of cyclists across London.

The Mayor's Vision outlines plans to invest more than £900m in cycling over to 2021/22. An extensive network of cycle routes will allow simpler and safer access to and around London and local town centres.

The Cycle Superhighways – a network of radial routes into central London from all around the city – will be expanded. Cycle Superhighway 11 is

being extended to Brent Cross and is planned to be completed by 2017.

In addition, there will be a network of Quietways across London that will provide routes for new and inexperienced cyclists.

As part of the vision to improve cycling safety, TfL is working with London boroughs to introduce a Safer Lorry Scheme (SLS) to increase the safety of lorry movements in London. The SLS would bring all Heavy Goods Vehicles (HGVs) in line with current safety equipment standards.

Mini-Hollands

Enfield and Waltham Forest have been awarded Mini-Holland status. This programme will allocate very high levels of spend to invest in cycling improvements which will radically transform the boroughs to make them as cycle friendly as their Dutch counterparts.

Enfield: Enfield Town centre will be completely redesigned, with segregated Superhighways linking key destinations, three cycle hubs

created across the borough and new greenway routes introduced.

Waltham Forest: A semi-segregated route along Lea Bridge Road will be developed as well as a range of measures focused on improving cycling in residential areas. "Hackney-style" cycle-friendly low-traffic neighbourhoods will be created.

More details on the cycle schemes which are to be implemented as part of the Mayor's Vision for Cycling are being announced throughout 2014. Please refer to the TfL website for the latest information.



Addressing the sub-regional priorities in 2013/14

The north sub-regional partnership continues to work together to address the area's transport challenges.

The following projects were implemented within the north sub-region during 2013/14:

North London Cycle Strategy

North London partners have recognised the importance of working together to encourage cycling as a mode of transport and, with support from TfL, have produced a North London Cycling Strategy. The Strategy is now being taken forward and early priorities include mapping the provision of cycling facilities and the potential for cycle joining-up schemes.

Continuous review of the bus network

TfL's network development process is a continuous activity reflecting the constant change in travel demand. Around 50 changes were made to the bus network in 2013 to increase capacity, including peak time frequency increases, night time frequency increases, conversion to double-deck operation and route extensions.

Schemes implemented in 2013/14

Eastway bridge two-way for buses (2013)

Connecting Hackney with Stratford City.

Track and platform improvements between Finsbury Park and Alexandra Palace to improve rail service reliability (2013/14)

Freight lines have been converted to passenger use and new platforms provided at Finsbury Park and Alexandra Palace to better segregate fast and local services, allowing improved frequencies in the future and a more reliable service.

Forest Road safety schemes (2014)

A series of planned schemes to improve the local pedestrian and cycle environment, as well as improving bus journey reliability.

Improvements to the Bakers Arms shopping area (2014)

Improvements to the Bakers Arms shopping area, including pavement widening, removal of a left turn slip road to create a new public space and the installation of Legible London signage. Hoe St will become a 20pmh zone.

Junction and paving works at Lea Bridge Road / Argall Way in preparation for the reopening of Lea Bridge Station (2014)

Junction and paving works carried out at Lea Bridge Road / Argall Way in preparation for the reopening of Lea Bridge Station (Dec 2014), which is on the line between Stratford and Tottenham Hale.

Reconstruction of the Willesden Junction station approach (2013)

Reconstruction of the station approach, Legible London, accessible bus stops and footway widening (2013)

Investing to improve north London from 2013/14

The following schemes have committed funding from sources including the TfL Business Plan and LIP funding.

London Overground capacity increase

The Overground capacity increase programme is underway and includes the construction of longer platforms and the delivery of an additional 57 carriages by the end of 2015. It will increase the capacity of the service by 25 per cent.

Further station works are also being undertaken at Dalston Kingsland and Homerton.

Stratford to Upper Lee Valley rail enhancements providing a four train per hour service (2017-2018)

£72m allocated for rail upgrades (including £25m from the Mayor's Growth Fund and up to £3m from TfL) will provide extra services at Angel Road, Northumberland Park and Tottenham Hale, improving rail links between Stratford and the Upper Lee Valley.

Devolution of West Anglia suburban services (2015)

TfL will take over routes that run from Liverpool Street station to Enfield Town, Cheshunt (via Seven Sisters) and Chingford, which include 25 stations in total, delivering new trains and improved stations.

Completion of the Thameslink Programme (2018)

The Thameslink Programme will increase train capacity on one of Europe's busiest stretches of railway - the Thameslink route north-south through north London.



Electrification of the Gospel Oak to Barking line

Funding for longer trains and electrification of the London Overground Barking to Gospel Oak line was announced by Government in June 2013 (£115m), with completion expected in 2017.

Improvements to the reliability and frequency of Great Northern suburban services (2019)

New platforms at Stevenage and Gordon Hill will allow improvements to the reliability and frequency of Great Northern suburban services (by 2019).

New Lea Bridge station (2014)

Lea Bridge station is to be re-opened on the Stratford to Upper Lee Valley line.

Hackney Wick station improvement

The station improvements for Hackney Wick, with a new pedestrian connection linking together the proposed new spaces north and

south of the railway station, are part of the wider Hackney Wick regeneration project. The works will deliver a new interchange and increase traffic flow through the area.

Angel Road station upgrade (2017)

£3.5m (including £2.5m from the Mayor's Growth Fund) has been allocated to upgrade Angel Road station and support regeneration in Enfield (bid from Enfield Borough Council).

Seven Sisters station rail capacity (2014)

Extra station capacity will be provided by removing staff accommodation and clutter from platforms, widening the stairs to platform 1, providing an additional shelter to encourage passengers to move along the platform, and reopening the Birstall Road entrance on matchdays.

Contactless ticketing expanded to the DLR, London Overground, trams and Tube

Since the launch of contactless payment using bank cards in December 2012, over five and a half million journeys have been made using contactless payment. To allow for even faster boarding, a reduction in bottlenecks, and to make it easier for customers to pay for travel, contactless payment has now been introduced on bus services and will be extended to be used on the Tube, DLR, Trams and Overground.



Northern line signalling improvements

The upgrade of the Northern line is well underway with a new control centre, computerised signalling and an automatic train control system all being installed to enable trains to run closer together and at higher speeds. These improvement works will reduce journey times by 18 per cent and increase capacity by 20 per cent. The work will be completed in 2014.

36 train per hour frequency on the Victoria line delivering significant capacity enhancements north of Seven Sisters

Further work on signalling and track means TfL will be able to increase Victoria line frequencies further to 36 trains per hour - a train every 100 seconds - in the peak hours by 2016.

Night Tube service at weekends on the Northern, Piccadilly, Victoria, Central and Jubilee lines (2015)

A new 24-hour service will be introduced on the Tube at weekends from 2015. The Night Tube will

initially run on the Piccadilly, Victoria, Central and Jubilee lines as well as key sections of the Northern line.

Hard shoulder running lane on junctions 23-27 of the M25 (2015)

'Smart motorway' is being created on the M25 between junctions 23 and 27. Smart motorways help relieve congestion by using technology to vary speed limits and allow the hard shoulder to be used as a running lane to create additional capacity.

Implementing the Cycling Vision

The future Cycle Superhighways, Better Junctions, Quietways, and the central London Grid programmes continue to be developed in light of the aspirations and direction set by the Mayor's Vision for Cycling. Waltham Forest and Enfield have been awarded funding to develop Mini-Holland schemes and will be taking these forward in the next few years.

TfL bus fleet technology

TfL completed the fitment of selective catalytic reduction (SCR) equipment

to 900 buses with Euro 3 engines in March 2014 as part of a £10 million NOx reduction programme jointly funded by the Department for Transport (DfT). This reduced the tailpipe emissions of retrofitted vehicles by up to 88 per cent.

TfL will replace the remaining Euro 3 vehicles by the end of 2015 with new buses fitted with the ultra-low emission Euro 6 engine and exhaust after-treatment system which reduces tailpipe emissions by up to 95 per cent. The two measures combined will result in a 20 per cent NOx reduction from the overall fleet by 2015, compared to 2012 levels.

TfL is tackling climate change through the rapid introduction of hybrid diesel-electric buses to the fleet and trials of all-electric vehicles. The current 660 hybrid buses are to be increased to 1,700 by 2016 which represents one in five vehicles, and the Mayor aspires to increase this number further so all buses operating in central London harness this technology by 2020.

The first two all-electric buses entered the fleet in December 2013 and will increase to eight in 2014. These will be evaluated in operational service so a strategy can be developed for the wider adoption of zero-emission vehicles in the fleet and for further emissions reduction. TfL will also be trialling rapid wireless induction charging and the range extended to diesel-electric buses in 2014/15 to understand the added contribution these initiatives can make.

Delivering a cleaner bus fleet – New Routemaster bus

This year we will continue to roll out the New Routemaster bus, which has the lowest carbon dioxide emissions of any double-decker bus currently on the market. By August 2014, 250 vehicles will have been delivered and by December 2014, the 10th route converted.

Improving bus stop accessibility

All 8,700 buses are fitted with ramps and to date 74.1 per cent of bus stops are fully accessible London-wide. This

will increase to 95 per cent by 2016. At present 67 per cent of bus stops are accessible in the north sub-region.

Continuous review of the bus network

As detailed in the Business Plan published in December 2013, TfL expect service levels to increase by 3 per cent and demand to increase by 7 per cent over the next seven years. TfL will continue to keep the bus network under regular review to ensure sufficient capacity is provided to serve London's growing population. Engagement with boroughs and other stakeholders will be central to this work.

TfL has been working with borough officers from Enfield in the north sub-region, for example, to review suggestions put forward for service changes in their area.

Finally, the TfL Business Plan has allocated £200m over the period to 2020/21 for the development and implementation of schemes to give buses new priority at pinch points and

also along new high-quality bus priority corridors which serve key growth areas.

With around 80 per cent of bus services running on borough-controlled roads, TfL staff will work with borough officers to ensure that this is spent in the most cost-effective way.

Pedestrian projects

Pedestrian countdown technology will continue to be rolled out across the sub-region. Key walking route projects are planned through 2014/15. Further significant expansion of the popular Legible London system is also underway.

In summer 2014 TfL is set to launch trials of world leading "intelligent" pedestrian technology to make crossing the road easier and safer. This will include the introduction of video camera technology to automatically detect how many pedestrians are waiting at crossings and adjust signal times accordingly.

In addition, TfL is developing a 'call cancel' technology, which can

detect when a pedestrian who has pushed the crossing button has either crossed or walked away.

Energy efficient street lighting

The energy efficient street lighting programme on the TLRN introduces LED lighting and a central management system (CMS) to control lighting levels according to time, location and traffic flow.

As well as offering considerable energy efficiencies, more than 50 per cent in some cases, LEDs provide better lighting control which reduces light pollution. CMS goes live in summer 2014.

Access for All

Continuing implementation of Access for All schemes, including at Blackhorse Road, Seven Sisters and Tottenham Hale. This investment removed physical barriers to accessing National Rail and Overground services.

Investing to improve north London sub-region from 2013/14

Major LIP and TfL Schemes from 2013 / 14

Direct link between Hackney Downs and Hackney Central stations (2015)

New elevated walkway which will dramatically reduce walking time between the two stations.

Direct link between Walthamstow Central and Queen's Road stations (2014)

As part of the planning agreement with Waltham Forest Council, a new pedestrian and cycle link from Walthamstow Central station to Edison Close will be provided.

Extended 20mph zones in Waltham Forest

Waltham Forest plans to introduce 20mph speed limits on all residential roads over the next 3 years.

Tottenham Hale station upgrade, gyratory removal and public realm improvements (2016)

Package of improvements at Tottenham Hale planned, including removal of gyratory, remodelled station and bus interchange and public realm improvements. Highways works due for completion 2014, station upgrade by 2017.

Harlesden gyratory removal and public realm enhancements (2015)

Harlesden scheme will be complete by the end of 2014 and will provide benefits to all users including cycles and buses through the removal of the gyratory and the introduction of inset loading bays.

Major streetscape works along Walthamstow High Street between the town centre gardens and Hoe Street (2014)

Major streetscape works planned along the High Street between the town centre gardens and Hoe Street, realignment and new phasing of the High Street / Hoe Street junction and further works along Hoe Street to Selborne Road and along Selborne Road to the bus station.

Public realm improvements at Ponders End

This major scheme proposal complements the comprehensive Ponders End Place Shaping regeneration programme, including radical improvements to the existing infrastructure. This proposal is linked to the wider masterplan for the Ponders End area, which has been awarded funding as part of the Mayor's Great Spaces initiative. This corridor is now central to the successful Mini-Holland bid.

Transformational town centre scheme at Wood Green (2015)

Wood Green scheme for streetscape improvements, signal removal and street clutter rationalisation. The improvements for pedestrians and cyclists are key to the scheme, including Legible London.

Improving the Narrow Way

The success of the trial means a permanent, full-scale scheme can be developed to bring about the full range of benefits for a thriving, vibrant town centre destination. The Council will shortly consult traders, residents and shoppers for their ideas on the redesign of the Narrow Way streetscape and how they would like to see it improved.

Seven Sisters Road public realm improvement scheme

Scheme to improve the public realm and place function of Woodberry Down by narrowing the carriageway, reduce severance and support new housing development in the local area.

Stoke Newington gyratory

An upgrade of the existing road layout to make it safer and more easily accessible for pedestrians and cyclists.

Future opportunities

Many challenges in north London will still remain after the committed initiatives set out in the TfL Business Plan and LIP programme are implemented.

More can still be done to support continued economic growth; deliver a better quality of life; improve access to opportunities; reduce transport's contribution to climate change, and improve safety and security both within north London and more widely for London as a whole.

The following projects can be further explored to work towards addressing the challenges in the north sub-region.

West Anglia main line enhancements to support the delivery of the Regional alignment of Crossrail 2

This includes replacing level crossings, assessing the potential for increasing line speeds, identifying and procuring additional

land required, and opening new platforms at Stratford.

This will pave the way by the early 2020s for large scale enhancements, most likely four tracking, along the Lee Valley main line to deliver increased frequency on local services and both faster and more frequent Cambridge/Stansted services. These will support the delivery of the Regional alignment of Crossrail 2.

Crossrail 2

To help address future expected growth, the Mayor's Transport Strategy identifies the need for longer-term additional rail capacity along the north-east to south-west corridor passing through north London.

The need for Crossrail 2 is further strengthened by a significant increase predicted in National Rail use on lines into the major London terminals, including the proposed High Speed line (HS2) into Euston.

A route for Crossrail 2 is already safeguarded. TfL is undertaking a

review of this safeguarded alignment to identify where possible changes should be made to ensure the route fully maximises the benefits for London and meets its future needs.

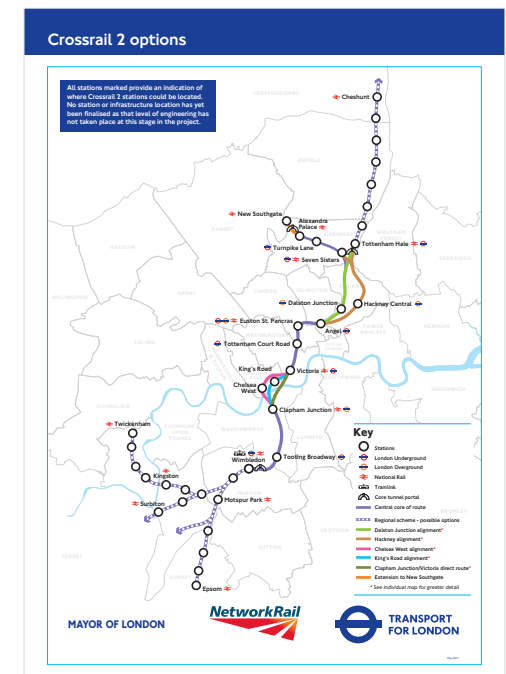
The review has identified two alternatives: the Metro scheme and the Regional scheme. Engineering feasibility advice has already shown that both options are feasible and after undertaking further feasibility work and analysing results from the 2013 consultation, the Regional scheme is the preferred option.

Following on from the positive consultation in 2013, there is a second consultation which focuses on station options along the route alignments. This is running for 6 weeks from June 9th-July 25th 2014. There are 3 key areas which are being looked at:

- » Two route alignment options north of Angel serving Hackney or Dalston Junction;
- » An alternative option for a possible new station in Chelsea; and

- » A short extension of the route from Alexandra Palace to New Southgate.

The results from this year's consultation will help to form the basis of a safeguarding recommendation to the DfT later in 2014.



Please refer to consultation website: <https://consultations.tfl.gov.uk/crossrail/june-2014/>

Future opportunities

Enhancements at strategic radial/orbital rail and bus interchanges such as Seven Sisters and South Tottenham

Further passenger capacity improvements are likely to be needed at Seven Sisters station, including a new station entrance and step free access is being provided at South Tottenham.

New Tube for London programme

As a co-ordinated series of line upgrades for the Bakerloo, Piccadilly, Waterloo & City and Central lines, the New Tube for London programme will form the next generation of line upgrades and aims to deliver asset renewals in a more comprehensive, consistent and systematic manner.

The first deliverable is a new generation of trains. This provides a unique opportunity to transform the customer experience and the operation and maintenance model on the deep tube lines through technology-enabled change and asset renewals.

Promotion and support of existing orbital public transport connections

The promotion of public transport in north London could be undertaken, highlighting the opportunities provided by existing orbital bus routes and their connections with rail and Tube services (currently a priority work area).

Changes to the Night bus network

The new 'Night Tube' network will complement existing 24 hour and Night bus services, giving passengers an extensive and integrated service throughout the night. When the weekend Tube service is running, there is likely to be reduced capacity requirements. TfL will also review connections in the suburbs for the night Tube network.



20mph zone on all borough roads in Haringey

A consultation has recently closed on a proposed 20mph speed limit on all of Haringey's roads. A decision is expected later in 2014.

20mph speed limits

TfL supports the roll-out of 20 mph on borough roads and trialling 20 mph on some parts of the TLRN, subject to considering the balance between the modal requirements and characteristics of the area.

Improving accessibility to support growth – examples include northern Enfield and Blackhorse Lane in Waltham Forest.

LIP funding has been allocated to support research at Blackhorse Lane where there is an aspiration for improvements at the Royal Standard junction to unlock sites identified in the Blackhorse Lane AAP.

Hackney highway improvements

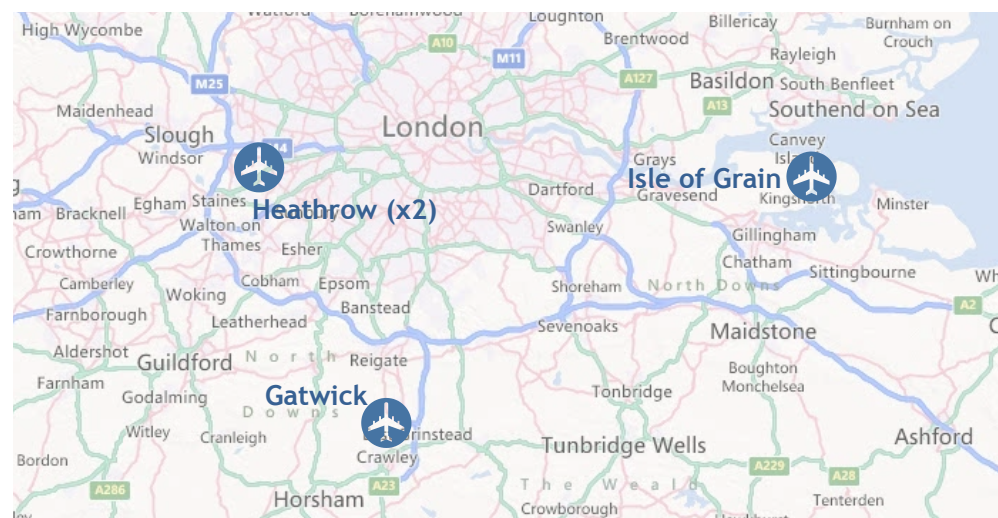
The London Borough of Hackney are in the process of reviewing some

of their historic traffic management systems to assess whether there is scope to modify or remove these and what the likely cost-benefits may be.

In south east Hackney there is a large one-way network/system. The roads form key distributor routes in this area carrying a significant volume of traffic to and from the A12 (M11 Link) - as one of the few east west routes in east London providing connectivity through the Lower Lea Valley. The current operation of

these roads encourages high vehicle speeds, in what are predominantly residential environments, create severance, result in incoherent and unaligned public transport services, and are significant barrier to cyclists and cycle permeability.

Hackney regularly receives representation from residents, members and stakeholders / campaign groups to review and remove this one-way network and the associated issue it creates.



Options for new airport capacity under consideration by the Airports Commission

Airports Commission

Supporting sustainable access to all London's airports is a key challenge for all sub-regions. TfL will continue to work with the airports via their Transport Forum Steering Groups, together with boroughs, councils and other organisations, such as Network Rail, to support the Government's requirements for sustainable aviation whilst mitigating its impacts.

The Airports Commission has been established by the Government to tackle the UK's aviation hub capacity shortage.

In December 2013 three options were short-listed for Gatwick and Heathrow. TfL's Aviation Unit has supported the Mayor in building a robust case for a new hub airport to the east of London and in 2014 will continue work with the Commission to investigate options for a new hub airport. The Commission plans to publish a final recommendation in 2015.

Next steps

Addressing the sub-regional priorities in 2014/15

The north sub-region partnership has the opportunity to continue to address the sub-regional challenges by working together.

The draft priorities for the north sub-region which address the identified challenges within the north sub-region for 2014/15 include:

2014/15 draft priority work areas

- Improving air quality and reducing CO₂ emissions
- Implementing the improvement set out in the North London Cycling Strategy
- Investing in area, corridor and junction studies to address challenges on the road network
- Improving road safety
- Improve the quality of public realm and promote walking
- Promoting and improving interchanges

Funding

In December 2013, TfL published its Business Plan which sets out proposals to deliver the Mayor's Transport Strategy over the coming decade.

The targeted investments outlined in the plan will support economic growth through increased capacity and connectivity, as well as achieving wider aims to improve Londoners' quality of life.

The most recent spending review resulted in a 25 per cent cut to TfL's operational funding from central Government.

However, TfL's key role in London's growth is reflected in the protection of our capital grant to 2020/21. We remain committed to delivering key projects including major Tube line and station improvements, road upgrades and rail capacity increases.

Where necessary we have stopped or reduced the scale of our lower-priority activity, and we are developing commercial third party revenue schemes and innovative solutions to further reduce costs.

We work in partnership with borough councils which we fund through a combination of LIPs and project-specific funding for Mayoral and borough priorities, many of which have been described in this plan.

TfL is working with the boroughs to reduce costs and enable them to do more with LIP funding.

Match funding

The gap between what is assumed to be funded and what is required widens over time within the north sub-region.

The importance of working in partnership with businesses, Business Improvement Districts and other third parties is critical to securing match funding and to maximise delivery.

Potential funding sources for future match funding

- » TfL LIP programme
 - » Horizon 2020
 - » BID funding
 - » Clean Air Fund 2
 - » Mayor's Air Quality Fund

- » Local Authority EMAS and Procurement (LEPT)
- » European funding
 - » Road Strategy
 - » S106
 - » Community Infrastructure Levy
 - » OLEV

Further information

For more budget information and a more extensive scheme list refer to the TfL Budget for 2014/15.

Summary of funding allocations 2014/15

Borough	Corridors, neighbourhoods and Supporting measures (£,000)	Principal road maintenance (£,000)	Local transport funding (£,000)	Major schemes funding (£,000)	Borough 3 year Cycling Programme (£,000)
Barnet	3,325	1,076	100	0	718
Enfield	2,991	1,185	100	1,000	607
Haringey	2,071	566	100	2,144	420
Waltham Forest	2,035	647	100	1,469	813
TOTAL	10,422	3,474	400	4,613	2,558

Appendix A:

Significant schemes that unlock and facilitate growth

Significant schemes that unlock and facilitate growth

Growth areas within the sub-region	Significant Schemes	Contributes to unlocking and facilitating:	
		Homes	Jobs
Colindale / Burnt Oak Opportunity Area	Northern line frequency enhancements Thameslink programme	12,500	2,000
Cricklewood / Brent Cross Opportunity Area	Cricklewood / Brent Cross major scheme including M1/A406 junction redesign Improved transport links to West Hendon Northern line frequency enhancements Thameslink programme	10,000	20,000
Upper Lea Valley Opportunity Area	Angel Road station upgrade (2017) Crossrail 2 (2030) Crossrail extension to Ebbsfleet/Gravesend Devolution of West Anglia suburban services (2015) West Anglia Main Line capacity enhancements Electrification of Gospel Oak – Barking line Increased Victoria line capacity New Lea Bridge station (2014) Seven Sisters station rail capacity interchange enhancements (2014) STAR – Stratford to Angel Road rail enhancements Stratford to Upper Lee Valley rail enhancements providing a four train per hour service (2017-2018) Tottenham Hale station upgrade, gyratory removal and public realm improvements (2016)	9,000 20,100 (FALP)	15,000
Haringey Heartlands / Wood Green Area for Intensification	Crossrail 2 (2030)	1,000	2,000
Mill Hill East Area for Intensification	Northern line frequency enhancements	2,000	500

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